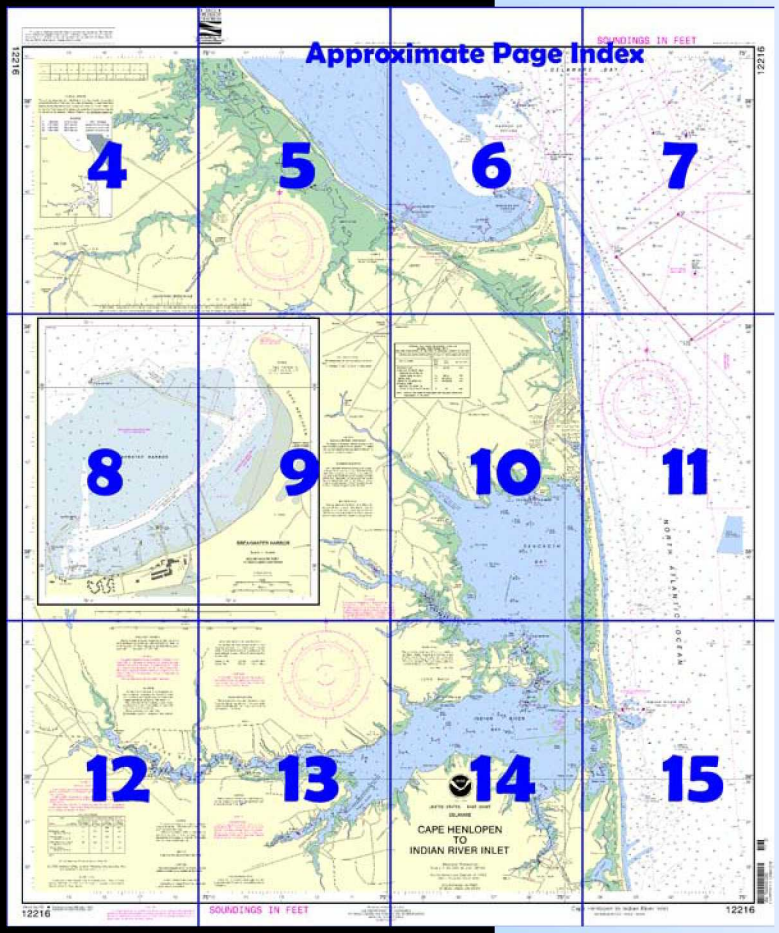
BookletChart™

Cape Henlopen to Indian River Inlet

(NOAA Chart 12216)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

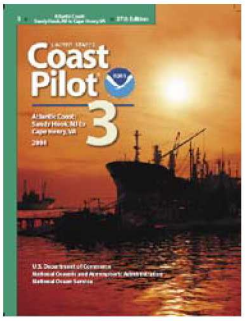
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 6 excerpts]
(84) The Cape May-Lewes Ferry crosses the channel in Delaware Bay northward of Cape Henlopen.
(107) In bad weather small craft anchor behind the breakwaters north and west of Cape Henlopen.
(139) **Harbor of Refuge** is behind the breakwater that begins 0.7 mile north of Cape Henlopen and extends north-northwestward. **Harbor of Refuge Light**, (38°48.9'N., 75°05.6'W.), 72 feet above the water, is shown from a white conical tower on a cylindrical substructure near the south end of the breakwater; the station has a fog signal. A light marks the breakwater near its northern end.
(140) The harbor has depths of 17 to 70 feet between the breakwater and a shoal ridge, 8 to 12 feet deep, 1 mile to the southwestward. The entrance from across The Shears has depths of 10 feet or less. Harbor of Refuge affords good protection during easterly gales.
(141) **Breakwater Harbor**, is excellent for light-draft vessels in all weather except heavy northwesterly gales and even then affords considerable protection.
(144) Two channels lead through Breakwater Harbor. The channel from the northeast and the ferry basin had depths of 10 feet. The channel from the north had a depth of 10 feet.

[Coast Pilot 3, Chapter 8 excerpts]
(19) **Roosevelt Inlet**. The inlet is protected by jetties that are awash at low water; each marked by a light on its outer end. The channel is marked by the jetty lights and a **213**° lighted range. The current velocity is 0.9 knot in Roosevelt Inlet. Gasoline and diesel fuel can be obtained at a yacht club on the northeast side.
(20) **Broadkill River** is entered by an inside passage that extends 2 miles from the Roosevelt Inlet jetties to the old mouth of the river**.**
(21) Twin bridges over Broadkill River have a clearance of 18 feet. Above the bridges, the river has numerous snags and much floating debris.
(22) The **Lewes and Rehoboth Canal** extends 8 miles from Roosevelt Inlet to Rehoboth Bay. The entrance to Rehoboth Bay is between marked, submerged, stone jetties southwest of Dewey Beach. The **speed limit** is 4 miles per hour in the canal.
(24) Small-craft facilities are in the vicinity of the first and second bridges at Lewes. Gasoline, diesel fuel, berths, and marine supplies can be obtained.
(25) The Route 9 bridge over the canal at Lewes has a clearance of 15 feet. The railroad bridge, 0.2 mile southeast of the highway bridge, has a clearance of 10 feet.
(26) These bridges restrict the water flow in the canal and produce strong currents.
(27) The State Route 1 bridge has a clearance of 14 feet.
(28) A yacht club at which slips, gasoline, and marine supplies are available is in a basin on the east side of the canal 4 miles southeastward of Lewes.
(29) **Rehoboth Bay** has depths of 1 to 7 feet. The route from Lewes and Rehoboth Canal to Indian River Bay is marked by buoys, lights, and daybeacons. Depths of 4 feet can be carried in the channel to Light 9, thence 1 foot between the islands separating the bays. Gasoline, supplies, and slips are at **Dewey Beach.**
(30) **Love Creek** is navigable for small craft to near **Robinsonville**. An unmarked, channel leads from Rehoboth Bay to 3 miles above the mouth of the creek. The channel had a depth of 2.0 feet. The bridge 2.3 miles above the mouth has a clearance of 7 feet. Above the bridge are berthing facilities in depths of 1 to 2 feet.
(31) **Herring Creek** has 3 to 5 feet to the forks above the mouth, thence 1 to 3 feet for 0.5 mile up the northern prong and 3 to 5 feet for 1 mile up the southern prong.
(32) **Indian River Inlet** entrance is marked by buoys, and a light is on the south jetty. **Indian River Inlet Coast Guard Station** is on the north side.
(33) A channel leads from Indian River Inlet through Indian River Bay to Millsboro. The depth was 11 feet through the entrance channel to 0.9 mile west of the bridge; thence, 3½ feet to Daybeacon 50; thence 2 feet to Millsboro.
(34) The current is 2 knots; use caution because buoys sometimes tow under.
(36) Gasoline, diesel fuel, slips, and marine supplies are available in the small-boat basin on the north side inside Indian River Inlet, and at a marina on the south side.
(37) A **special anchorage** is on the south side of Indian River Inlet above the jetties.
(38) **Indian River Bay,** a lagoon with depths of 1 to 6 feet, extends for 5 miles west, then becomes **Indian River,** which is navigable to Millsboro.
Rehoboth Bay to Assawoman Canal; the depth is 2 feet.

Table of Selected Chart Notes

Corrected through NM Apr. 19/08
Corrected through LNM Apr. 8/08

NOTE B

DANGER AREA

Area is open to unrestricted surface navigation, but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum for this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System of 1984 (WGS 84). Geodetic positions referred to the North American Datum of 1927 must be corrected an average of 0.407" northward and 1.333' eastward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE F

Roosevelt Inlet Channel is subject to frequent changes.

HEIGHTS

Heights in feet above Mean High Water.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Salisbury, MD	KEC-92	162.475 MHz
Lewes, DE	WXJ-94	162.550 MHz

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ——— — ——— —

Submerged piling may exist in these areas.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection
Scale 1:40,000 at Lat. 38°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ROOSEVELT INLET, LEWES AND REHOBOTH CANAL AND BROADKILL RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2008

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
ROOSEVELT INLET	6.3	MID 100	3-08
LEWES AND REHOBOTH CANAL			
INNER END OF JETTIES TO			
TURNING BASIN AT LEWES	4.5	MID 50	3,10-08
TURNING BASIN	5.2	MID 100-150	6-07;3,10-08
THENCE TO REHOBOTH BAY	4.0	CENTERLINE	8-84
BROADKILL RIVER			
INNER END OF JETTIES TO			
A POINT AT 38° 47' 28"N, 75° 09' 49"W	7.7	100	6-06

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

NOTE C

PRECAUTIONARY AREA

Traffic lanes and the associated precautionary area established at the approaches to Delaware Bay are completely shown on Chart 12214.

Traffic within the Precautionary Area may consist of vessels operating between Delaware Bay and one of the established traffic lanes.

Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Cruising Area is outlined by a magenta band.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Rehoboth Beach	(38°43'N/75°05'W)	4.4	4.1	0.2
Breakwater Harbor	(38°47'N/75°07'W)	4.7	4.2	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2008)

PRINT-ON-DEMAND CHARTS

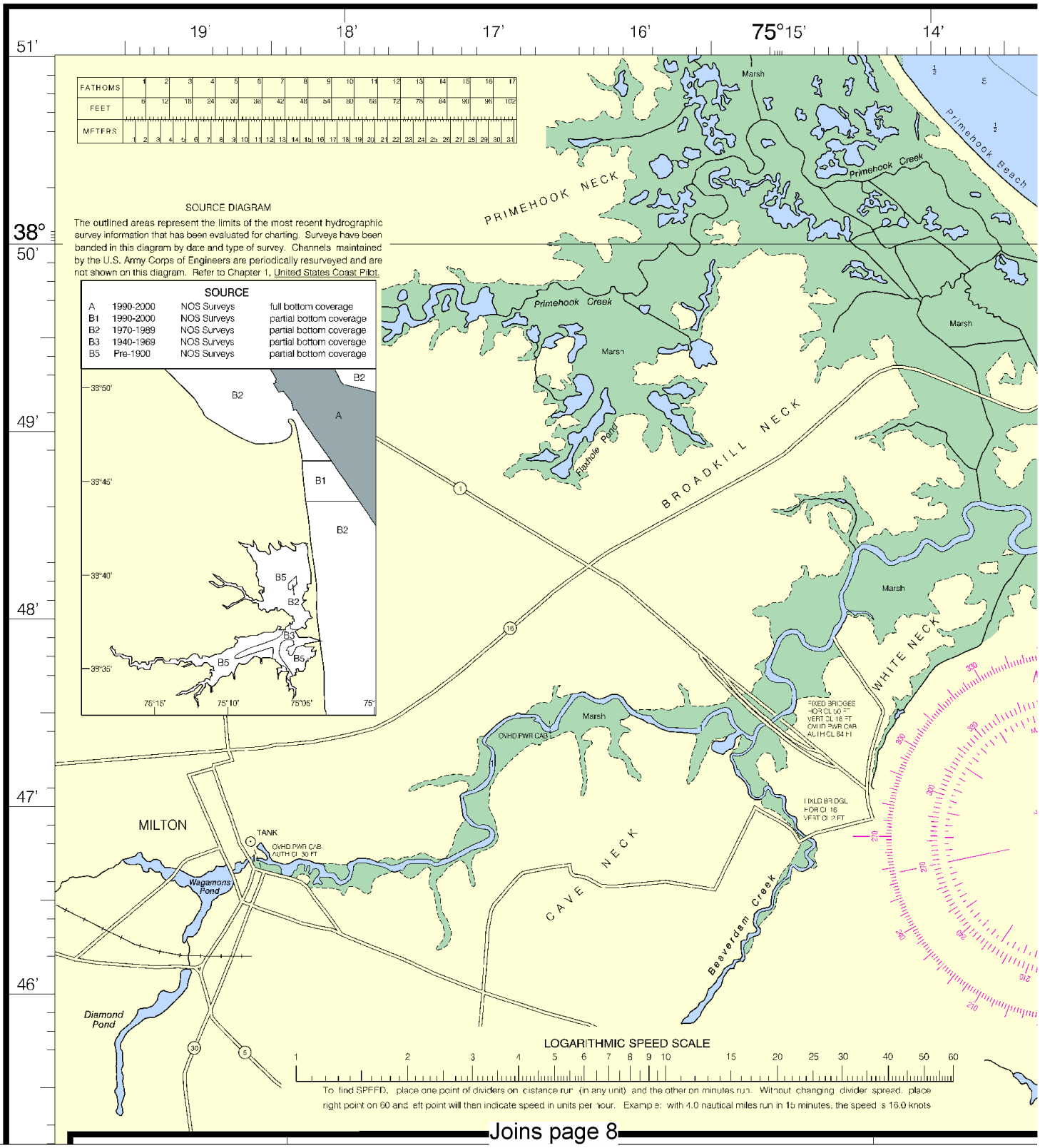
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

12216

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



Joins page 8

4

North

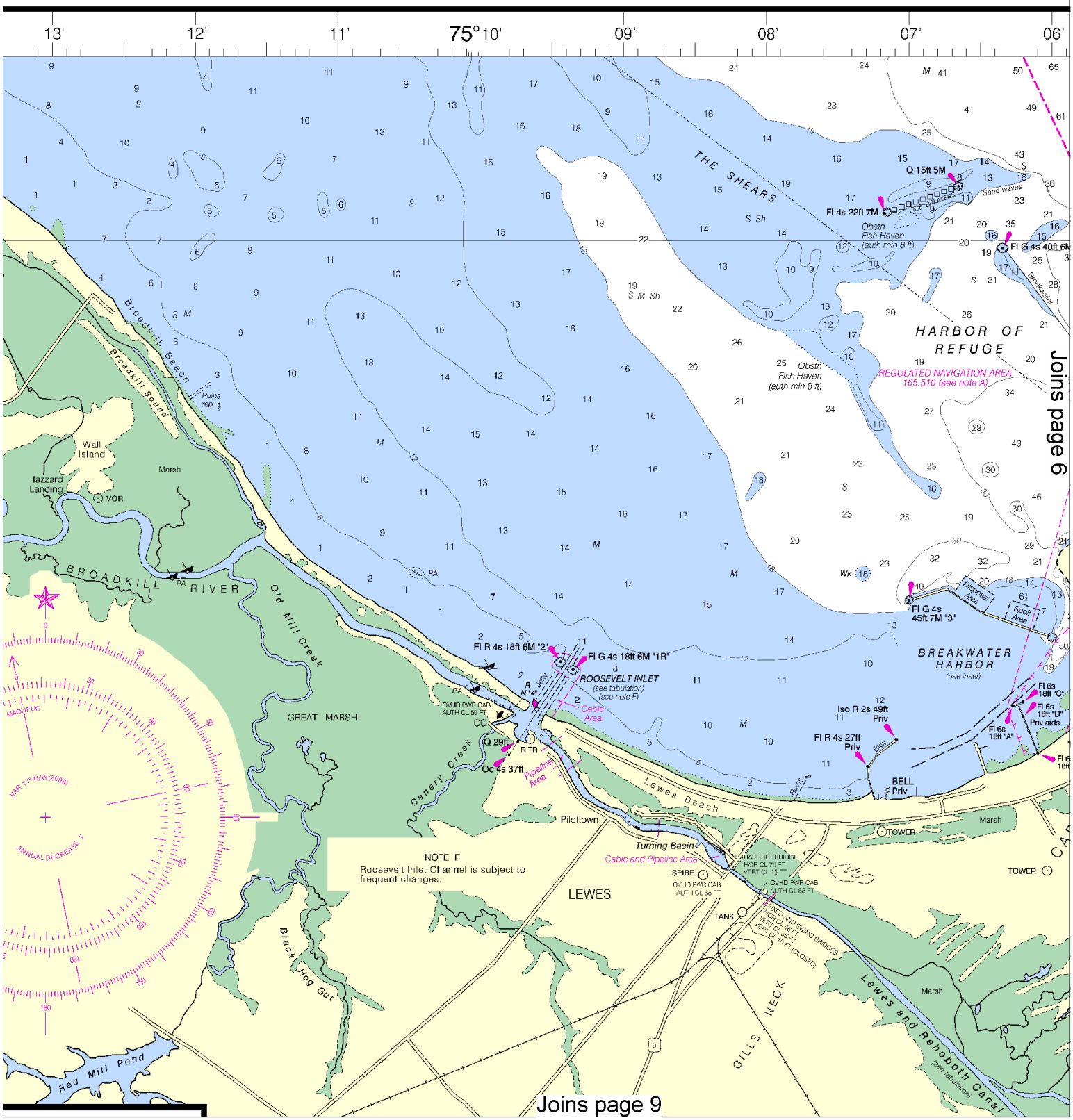
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Formerly C&GS 411, 1st Ed., Jan. 1954 G-1953-837 KAPP 555



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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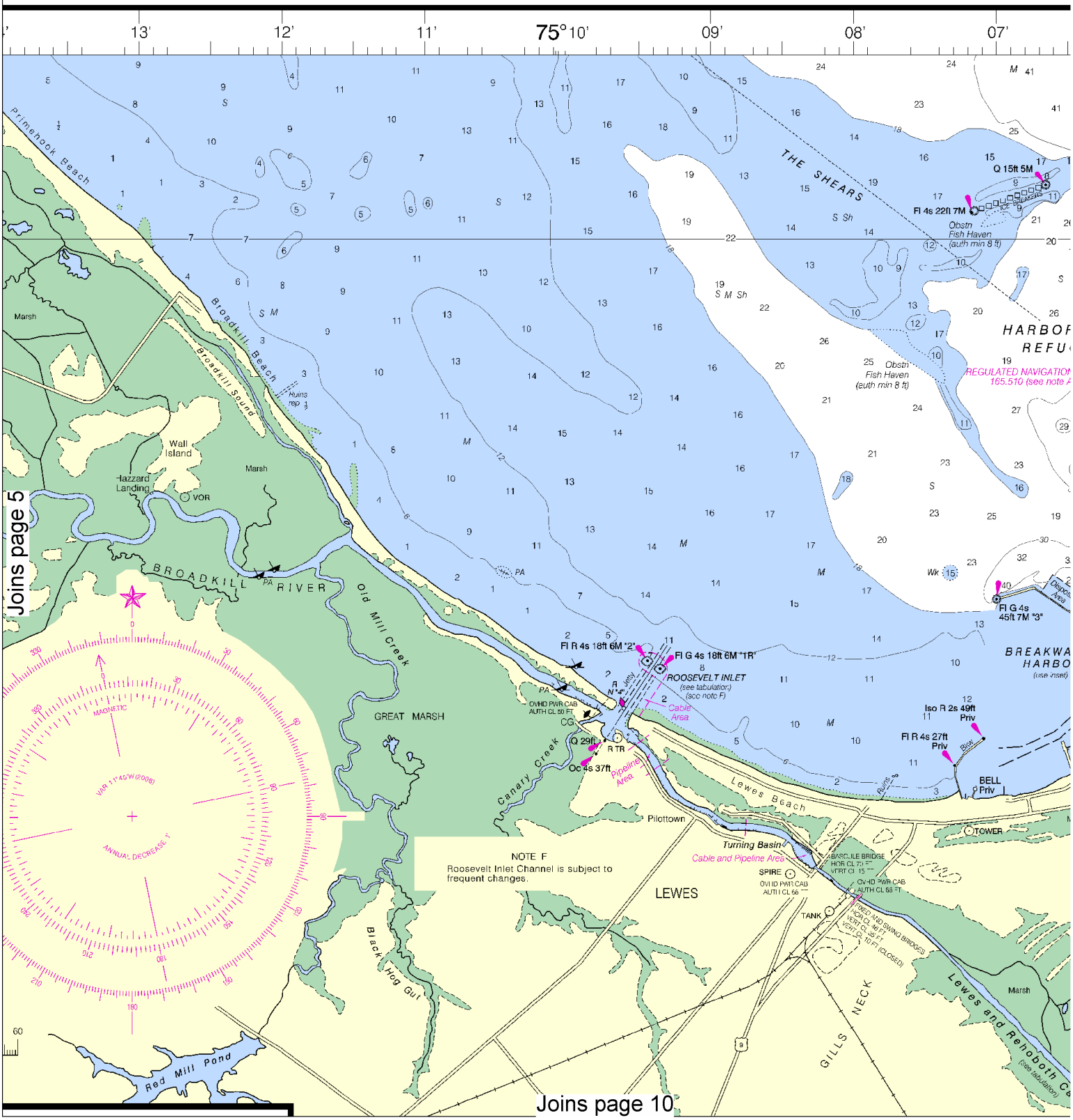
subject

Formerly C&GS 411, 1st Ed., Jan. 1954 G-1953-837 KAPP 555



6

North

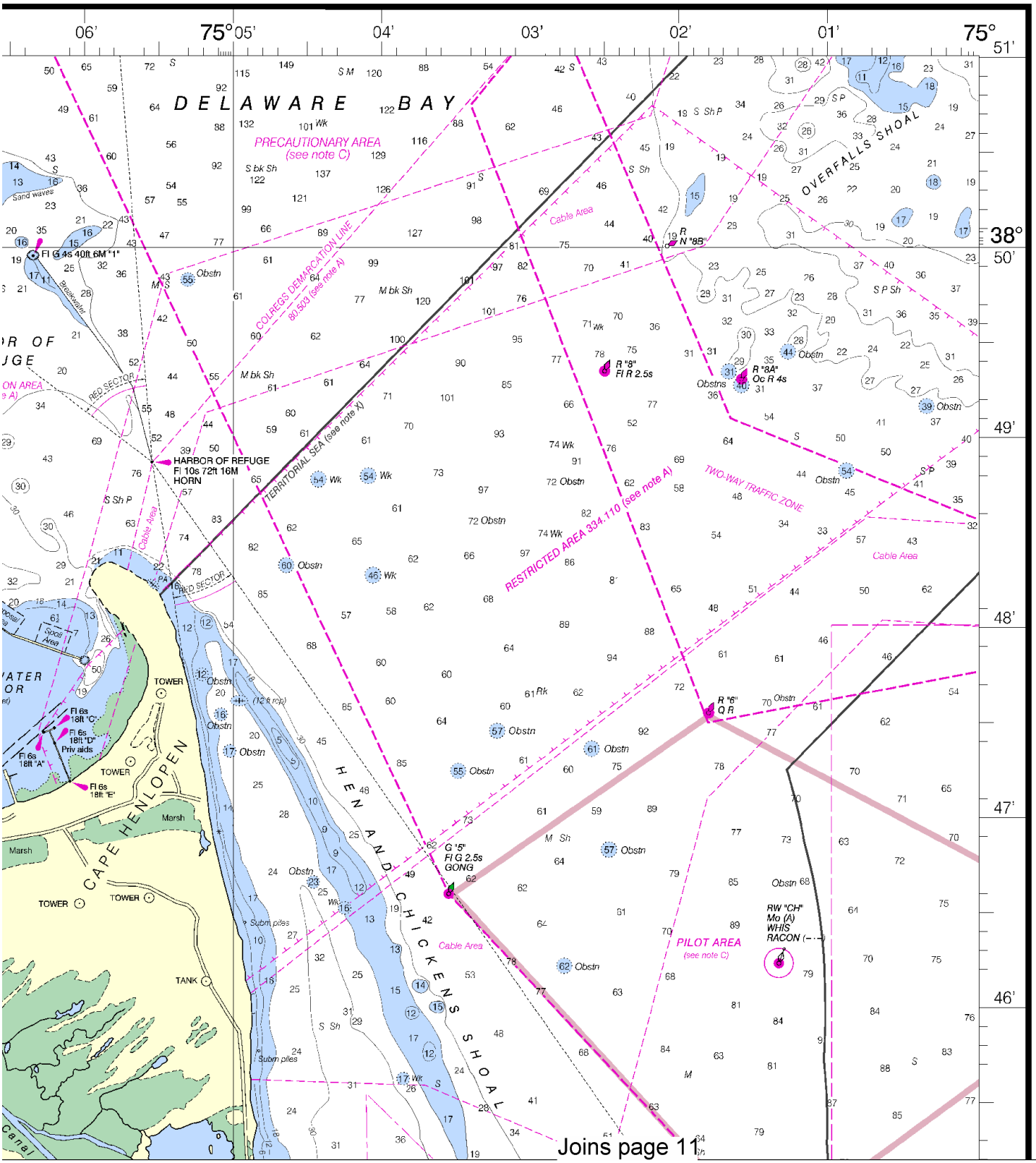
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

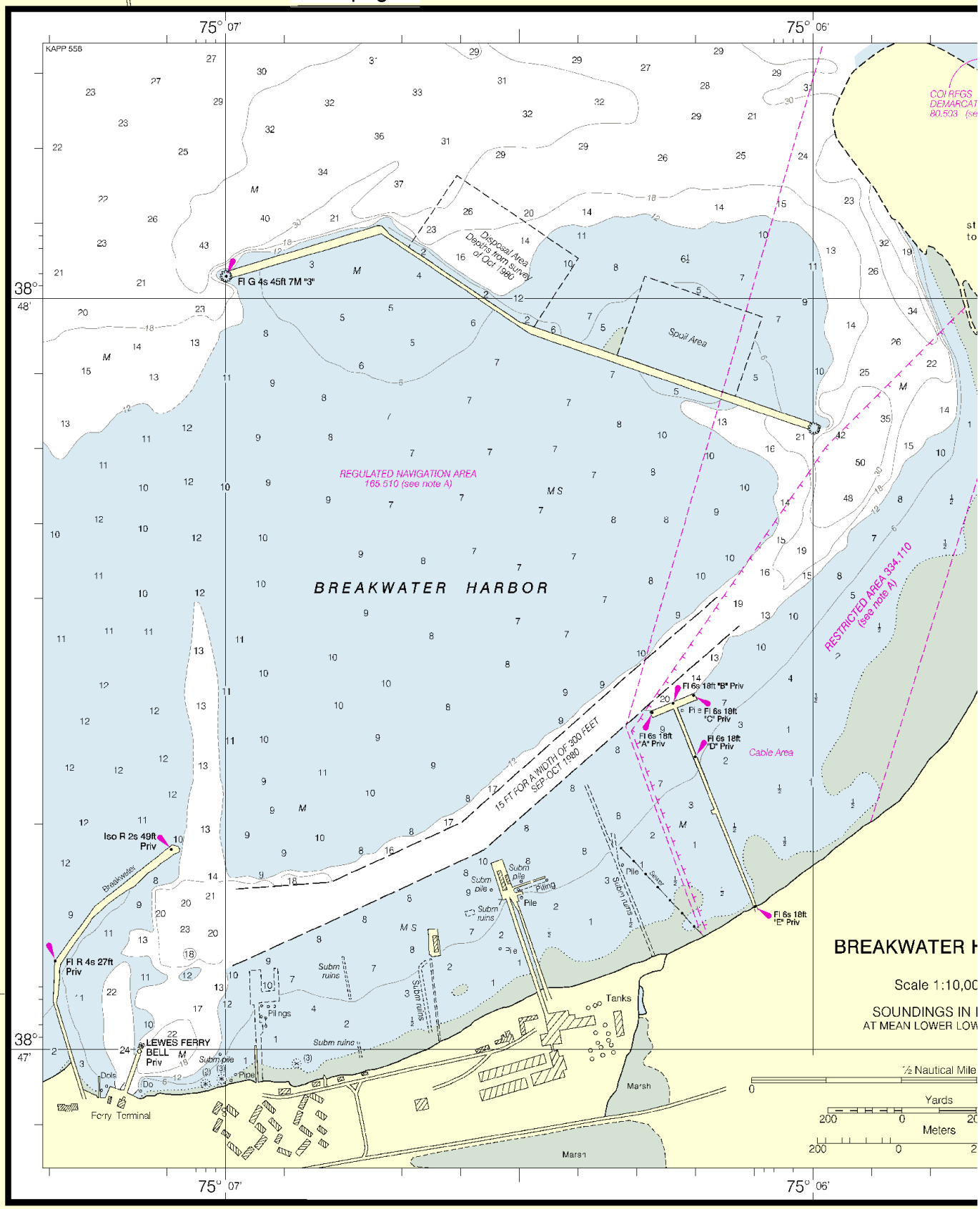
See Note on page 5.

SOUNDINGS IN FEET



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
NGA Weekly Notice to Mariners: 1010 3/6/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4



Joins page 12

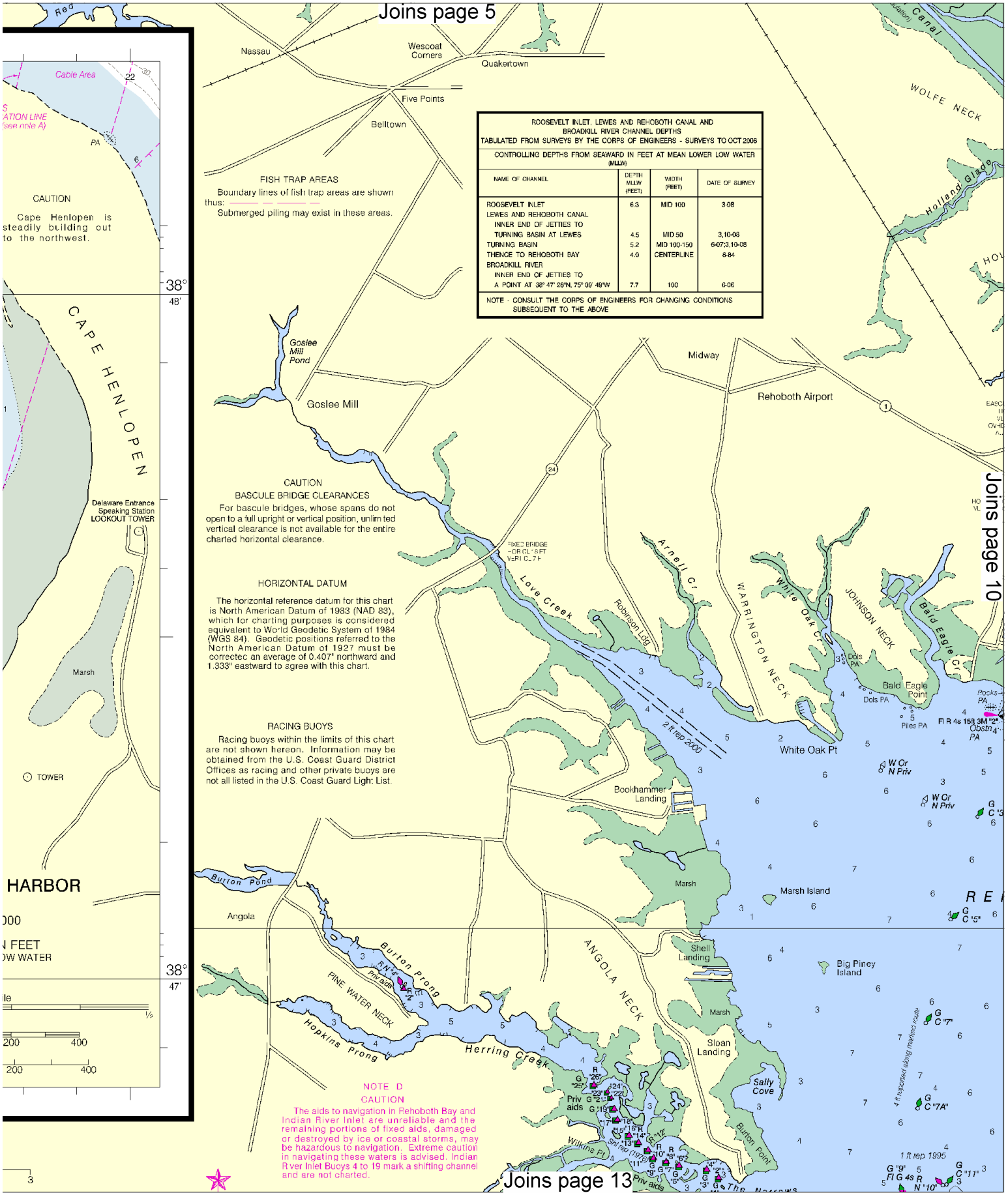
8

North

Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles Yards

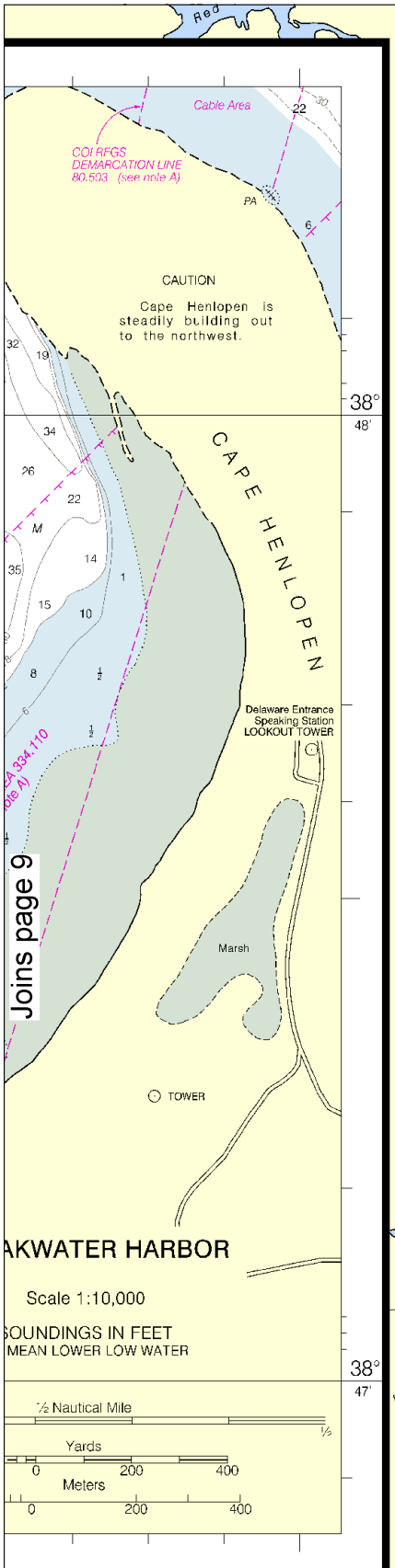
See Note on page 5.

Joins page 5


Red
Cable Area
22
30
ATION LINE
(see note A)
PA
6
CAUTION
Cape Henlopen is steadily building out to the northwest.
38°
48'
CAPE HENLOPEN
Delaware Entrance Speaking Station
LOOKOUT TOWER
Marsh
TOWER
HARBOR
38°
47'
200
400
200
400
3
Nassau
Wescoat Corners
Quakertown
Five Points
Belltown
Canal
WOLFE NECK
Holland Glade
FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus: — — — —
Submerged piling may exist in these areas.
ROOSEVELT INLET, LEWES AND REHOBOTH CANAL AND BROADKILL RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2008
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)
NAME OF CHANNEL | DEPTH MLLW (FEET) | WIDTH (FEET) | DATE OF SURVEY
ROOSEVELT INLET | 6.3 | MID 100 | 3-08
LEWES AND REHOBOTH CANAL
INNER END OF JETTIES TO
TURNING BASIN AT LEWES | 4.5 | MID 50 | 3,10-08
TURNING BASIN | 5.2 | MID 100-150 | 6-07;3,10-08
THENCE TO REHOBOTH BAY | 4.0 | CENTERLINE | 8-84
BROADKILL RIVER
INNER END OF JETTIES TO
A POINT AT 38° 47' 28"N, 75° 09' 49"W | 7.7 | 100 | 6-06
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE
Goslee Mill Pond
Goslee Mill
Midway
Rehoboth Airport
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
HORIZONTAL DATUM
The horizontal reference datum for this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System of 1984 (WGS 84). Geodetic positions referred to the North American Datum of 1927 must be corrected an average of 0.407" northward and 1.333" eastward to agree with this chart.
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
FIXED BRIDGE
-OR CL 7 FT
VERT CL 71 FT
Love Creek
Robinson Ldg
Arnell Cr
WARRINGTON NECK
White Oak Cr
JOHNSON NECK
Bald Eagle Cr
Bald Eagle Point
Dols PA
Piles PA
Pocks PA
Obstn PA
Fl R 4s 15ft 3M "2"
2 ft rep 2000
White Oak Pt
W Or N Priv
Bookhammer Landing
Marsh
Marsh Island
Angola
Burton Pond
Burton Prong
PINE WATER NECK
Hopkins Prong
Herring Creek
ANGOLA NECK
Shell Landing
Big Piney Island
Sloan Landing
Sally Cove
Burton Point
4 ft reported along marked route
1 ft rep 1995
NOTE D
CAUTION
The aids to navigation in Rehoboth Bay and Indian River Inlet are unreliable and the remaining portions of fixed aids, damaged or destroyed by ice or coastal storms, may be hazardous to navigation. Extreme caution in navigating these waters is advised. Indian River Inlet Buoys 4 to 19 mark a shifting channel and are not charted.
Priv aids
Wilkins Pt
Joins page 10
Joins page 13

Joins page 6

Joins page 9



Nassau
Wescoat Corners
Quakertown
Five Points
Belltown

ROOSEVELT INLET, LEWES AND REHOBOTH CANAL AND BROADKILL RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2008
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
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LEWES AND REHOBOTH CANAL			
INNER END OF JETTIES TO TURNING BASIN AT LEWES	4.5	MID 50	3,10-08
TURNING BASIN	5.2	MID 100-150	6-07;3,10-08
THENCE TO REHOBOTH BAY	4.0	CENTERLINE	8-84
BROADKILL RIVER			
INNER END OF JETTIES TO A POINT AT 38° 47' 28"N, 75° 09' 49"W	7.7	100	6-06

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ——— — ——— —

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CAUTION

BASCULE BRIDGE CLEARANCES

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HORIZONTAL DATUM

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Goslee Mill Pond
Goslee Mill
Midway
Rehoboth Airport
FIXED BRIDGE
Love Creek
Robinson Ldg
Arnell Cr
WARRINGTON NECK
White Oak Cr
JOHNSON NECK
Dols PA
Bald Eagle Point
Piles P
2 ft rep 2000
White Oak Pt
W Cr
N Priv
Bookhammer Landing
Marsh
Marsh Island
Burton Pond
Angola
Burton Prong
PINE WATER NECK
Hopkins Prong
Herring Creek
ANGOLA NECK
Shell Landing
Big Piney Island
Marsh
Sloan Landing
Sally Cove
Priv aids
Wilkins Pt
Shl Rep (1970)
Burton Point
4 ft reported along marked route
1 ft rep
Creek
The Narrows

NOTE D
CAUTION
The aids to navigation in Rehoboth Bay and Indian River Inlet are unreliable and the remaining portions of fixed aids, damaged or destroyed by ice or coastal storms, may be hazardous to navigation. Extreme caution in navigating these waters is advised. Indian River Inlet Buoys 4 to 19 mark a shifting channel and are not charted.

Joins page 14

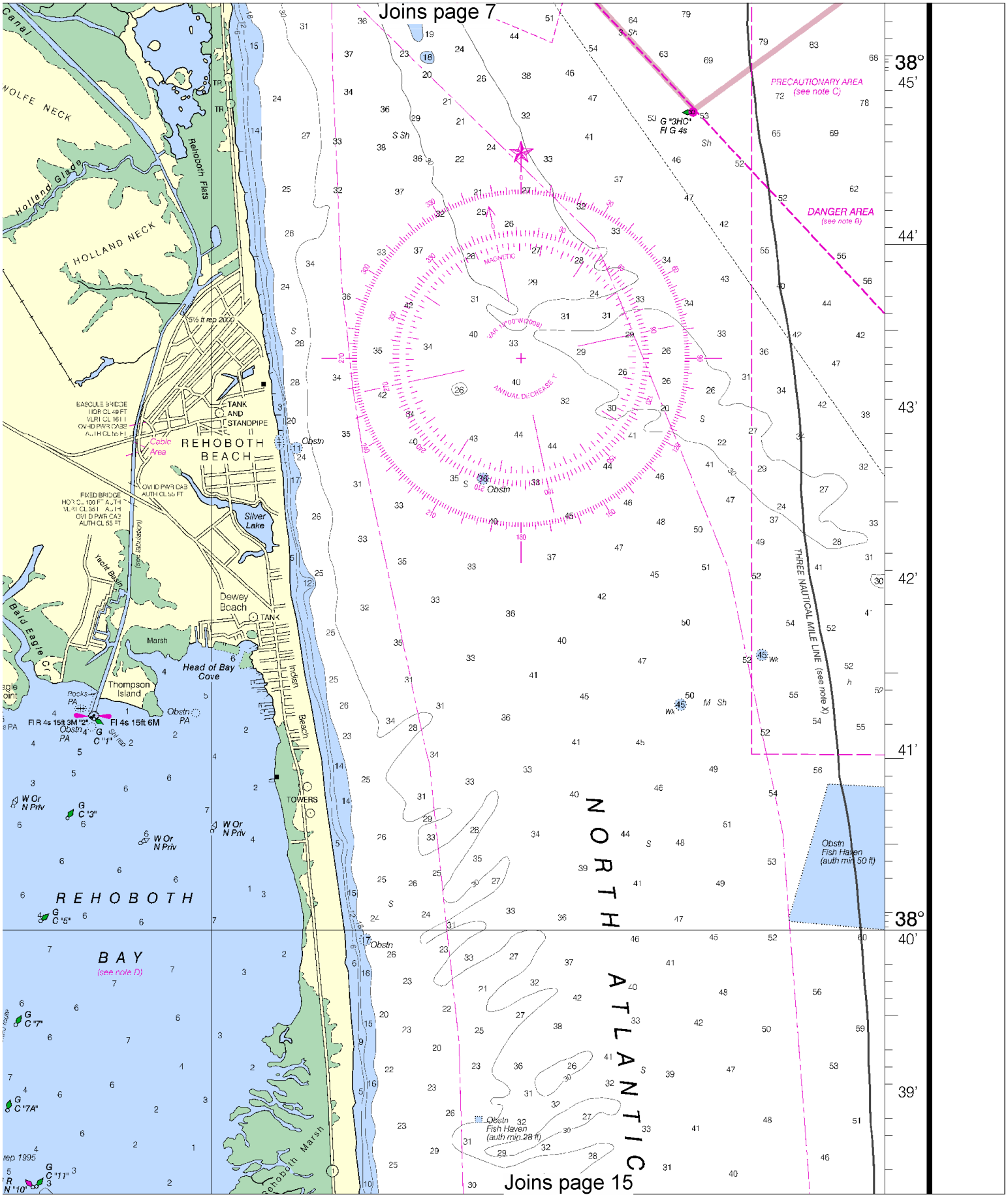
North

Printed at reduced scale. ~~SCALE 1:40,000~~

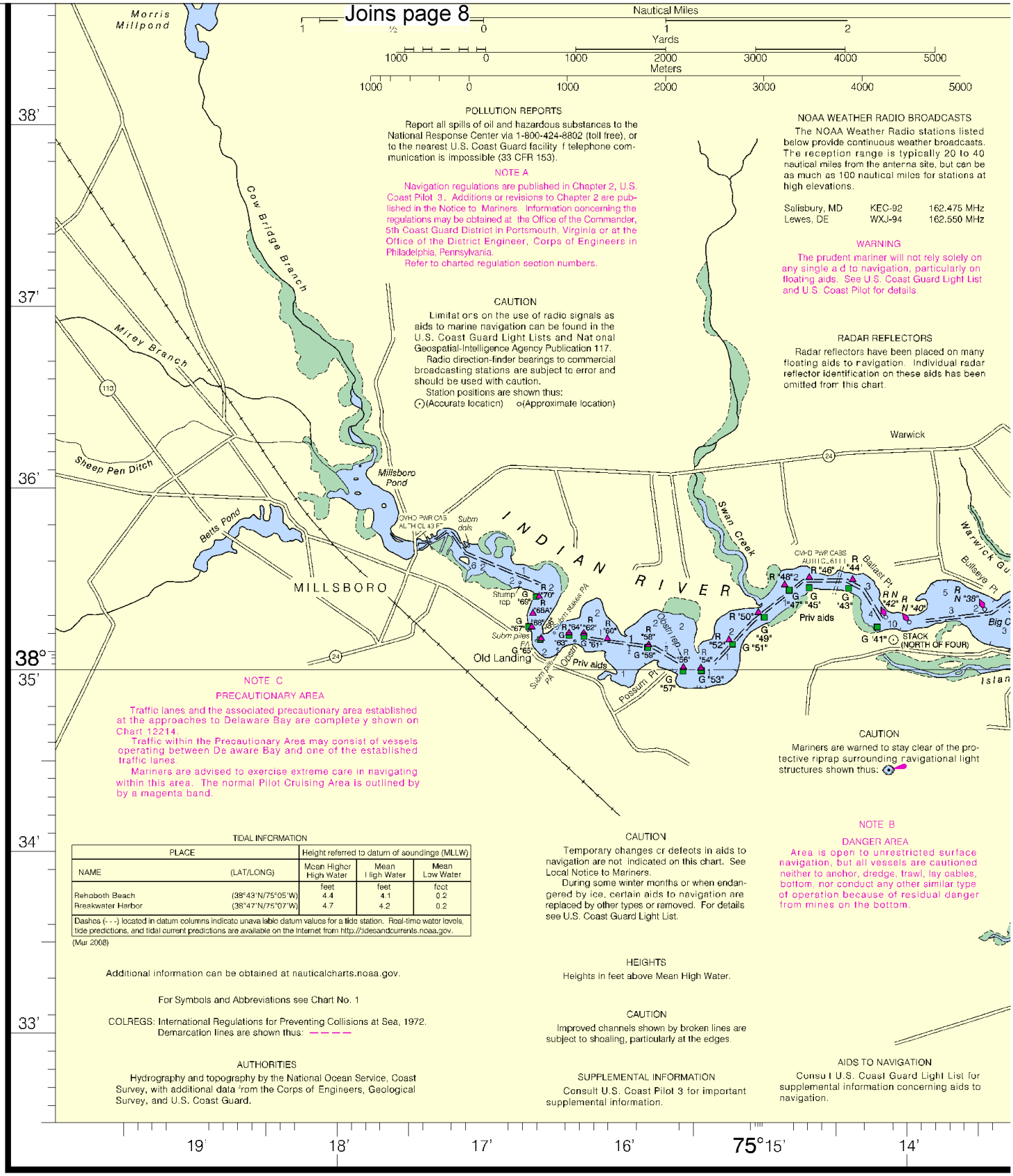
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
NOLFE NECK
Holland Glade
HOLLAND NECK
Rehoboth Flats
TR
TR
15½ ft rep 2000
BASCULE BRIDGE
HOR CL 49 FT
VERT CL 16 FT
OVHD PWR CABLE
AUTH CL 65 FT
TANK AND STANDPIPE
Cable Area
REHOBOTH BEACH
Obstn
FIXED BRIDGE
HOR CL 100 FT AUTH
VERT CL 55 FT AUTH
OVHD PWR CABLE
AUTH CL 55 FT
Silver Lake
(see tabulation)
Yacht Basin
Bald Eagle Creek
Dewey Beach
TANK
Marsh
Head of Bay Cove
Thompson Island
Rocks PA
Obstn PA
Fl R 4s 15ft 3M "2"
Fl 4s 15ft 6M
G "1"
Obstn PA
Indian Beach
TOWERS
W Or N Priv
G "3"
W Or N Priv
W Or N Priv
REHOBOTH
G "5"
BAY
(see note D)
G "7"
G "7A"
G "11"
Rehoboth Marsh
rep 1995
S Sh
G "3HC" Fl G 4s
Sh
PRECAUTIONARY AREA
(see note C)
DANGER AREA
(see note B)
MAGNETIC
VAR 13°00'W(2008)
ANNUAL DECREASE 1'
Obstn
THREE NAUTICAL MILE LINE (see note X)
Wk
M Sh
Obstn
Fish Haven
(auth min 50 ft)
NORTH ATLANTIC
Obstn
Fish Haven
(auth min 28 ft)
38° 45'
44'
43'
42'
41'
38° 40'
39'
Joins page 15

Joins page 8



POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility f telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.

Refer to charted regulation section numbers.

CAUTION

Limitat ors on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Nat onal Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the anterna site, but can be as much as 100 nautical miles for stations at high elevations.

Salisbury, MD	KEC-92	162.475 MHz
Lewes, DE	WXJ-94	162.550 MHz

WARNING

The prudent mariner will not rely solely on any single a d to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C

PRECAUTIONARY AREA

Traffic lanes and the associated precautionary area established at the approaches to Delaware Bay are complete y shown on Chart 12214.

Traffic within the Precautionary Area may consist of vessels operating between De aware Bay and one of the established traffic lanes.

Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Cruising Area is outlined by by a magenta band.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean I igh Water	Mean Low Water
		feet	feet	fcct
Rehoboth Beach	(38°43'N/75°05'W)	4.4	4.1	0.2
Breakwater Harbor	(38°47'N/75°07'W)	4.7	4.2	0.2

Dashes (- - -) located in datum columns indicato unava lable datum values for a tide station. Real-timo water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2008)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE B

DANGER AREA

Area is open to unrestricted surface navigation, but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: – – – –

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

28th Ed., Apr / 08 ■
12216
Corrected through NM Apr. 19/08
Corrected through LNM Apr. 8/08

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

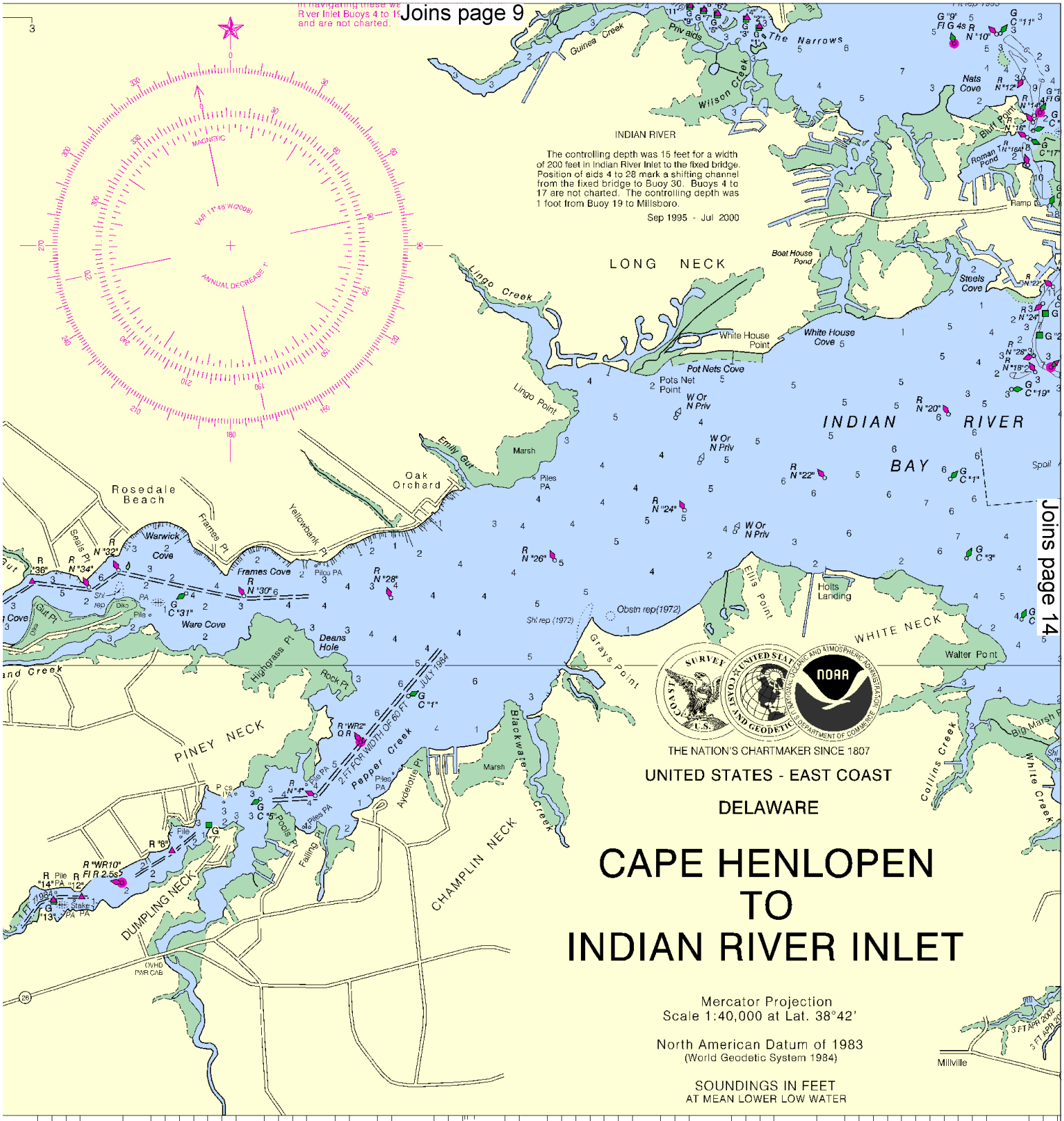
SOUNDINGS I

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

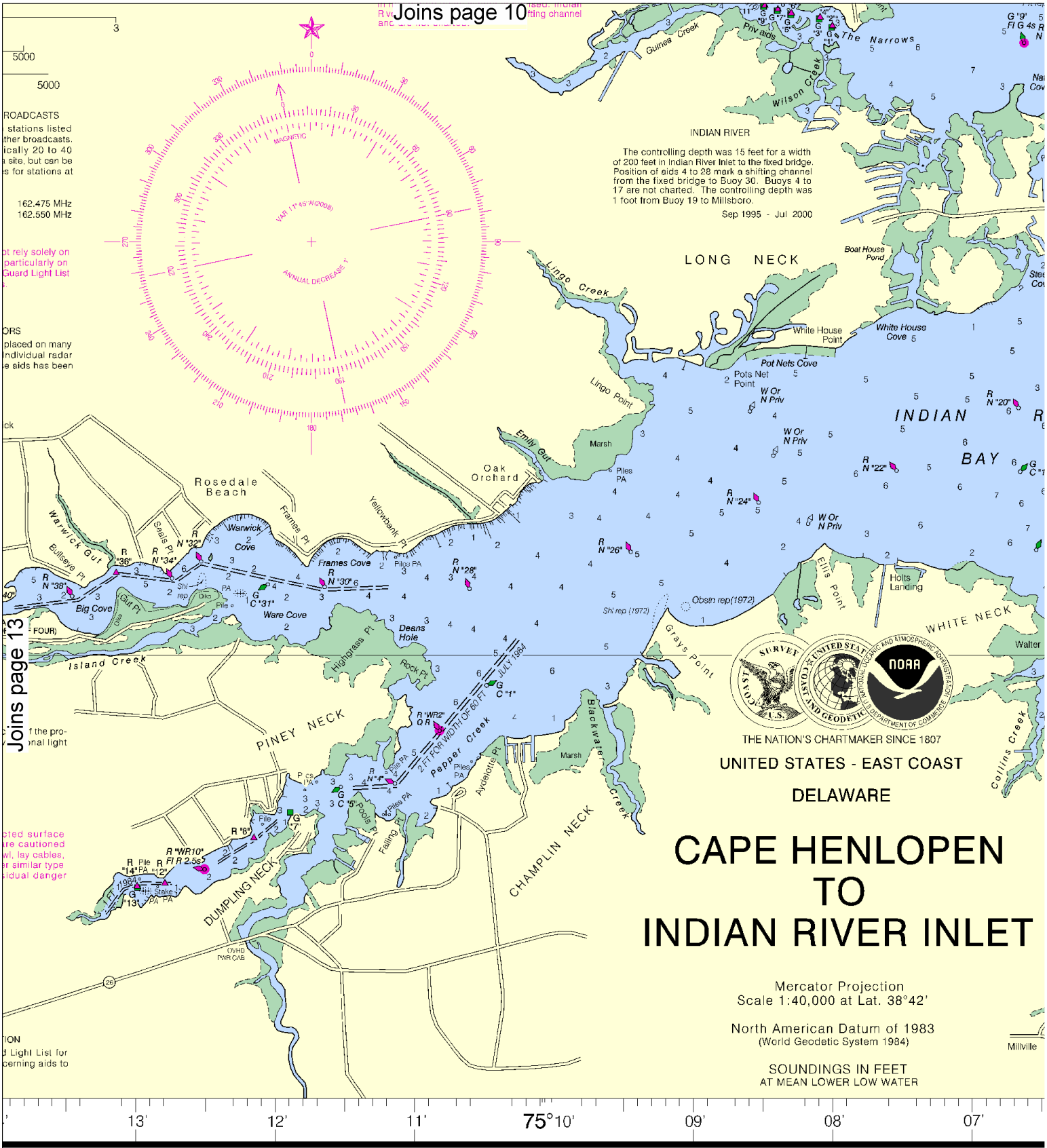


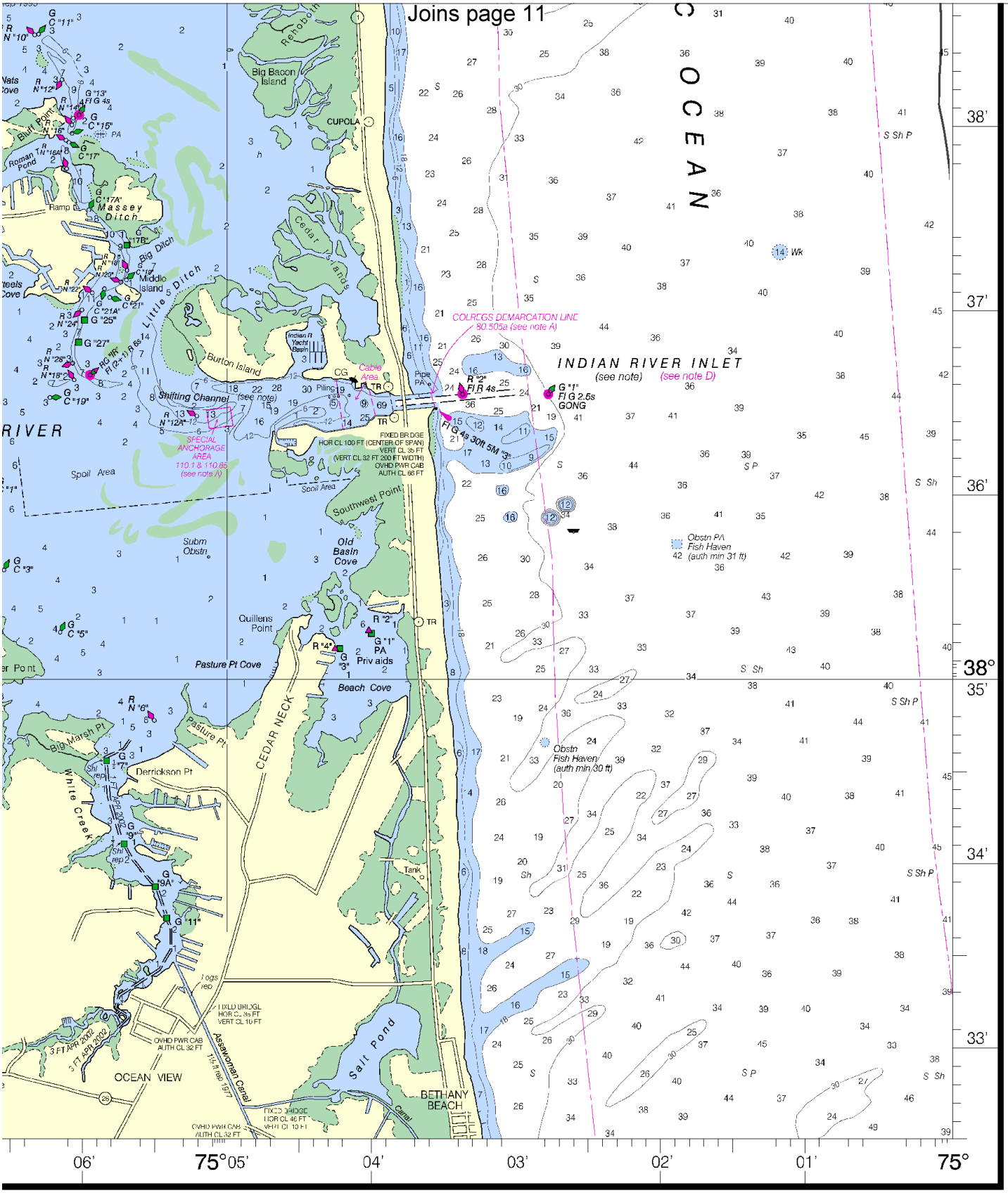
IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA and critical corrections. Charts are printed when ordered using Print-on-Dem Editions are available 5-8 weeks before their release as traditional NOAA charts about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http:/ help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http:// help@OceanGrafix.com.


Joins page 10
Joins page 13
INDIAN RIVER
The controlling depth was 15 feet for a width of 200 feet in Indian River Inlet to the fixed bridge. Position of aids 4 to 28 mark a shifting channel from the fixed bridge to Buoy 30. Buoys 4 to 17 are not charted. The controlling depth was 1 foot from Buoy 19 to Millsboro.
Sep 1995 - Jul 2000
LONG NECK
INDIAN BAY
WHITE NECK
PINEY NECK
CHAMPLIN NECK
DUMPLING NECK
Rosedale Beach
Oak Orchard
Island Creek
Big Cove
Ware Cove
Frames Cove
Warwick Cove
Deans Hole
Pepper Creek
Blackwater Creek
Lingo Creek
Guinea Creek
Wilson Creek
The Narrows
Boat House Pond
White House Point
White House Cove
Pot Nets Cove
Pots Net Point
Lingo Point
Emily Gut
Yellowbank Pt
Frames Pt
Warwick Gut
Bullseye Pt
Seals Pt
Gut Pt
Highgrass Pt
Rock Pt
Aydelotte Pt
Feilling Pt
Ellis Point
Holts Landing
Grays Point
Collins Creek
Walter
Millville
Marsh
Obstn rep(1972)
Sh rep (1972)
2 FT FOR WIDTH OF 60 FT
JULY 1984
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
DELAWARE
CAPE HENLOPEN TO INDIAN RIVER INLET
Mercator Projection
Scale 1:40,000 at Lat. 38°42'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
13'
12'
11'
75°10'
09'
08'
07'
162.475 MHz
162.550 MHz
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
PRINT-ON-DEMAND CH
NOAA and its partner, OceanGrafix, offer this chart updat
and critical corrections. Charts are printed when ordered
Editions are available 5-8 weeks before their release as trac
about Print-on-Demand charts or contact NOAA at 1-80
help@NauticalCharts.gov, or OceanGrafix at 1-877-
help@OceanGrafix.com.
Printed at reduced scale.
SCALE 1:40,000
See Note on page 5.
Nautical Miles
Yards
North
14



CHARTS
dated weekly by NOAA for Notices to Mariners
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raditional NOAA charts. Ask your chart agent
-800-584-4683, http://NauticalCharts.gov,
7-56CHART, http://OceanGrafix.com, or

Cape Henlopen to Indian River Inlet

SOUNDINGS IN FEET - SCALE 1:40,000

12216

ED. NO. 28

NSN 7642014010363 NGA REFERENCE NO. 12XHA12216

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Indian River - 302/227-2440
Coast Guard Philadelphia – 215-271-4944
Coast Guard Search & Rescue – 800-418-7314/410-576-2525
New Jersey Marine Patrol, Burlington – 609-387-1221
Delaware Marine Police – 302-736-4580
Philadelphia Marine Police – 215-271-4971

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.